

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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COUNTRY

East Germany

DATE DISTR. 29 March 1954

SUBJECT

East German Locomotive Columns

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PLACE
ACQUIREDNO. OF ENCLS. 619523
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT

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THIS IS UNEVALUATED INFORMATION

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1. On 5 January 1954, [] only 15 locomotives parked in Ruednitz. According to the local dispatcher, some of the locomotives involved were sent to Frankfurt/Oder for employment there in December 1953. ¹ 25X1
2. On 13 January, [] 16 locomotives parked in Strasburg. On 15 January, [] 20 locomotives in Ruednitz, some of these locomotives were being kept under steam. ¹ 25X1
3. In mid-January, [] locomotive column No 10 is scheduled to be transferred to Schlauroth near Goerlitz in March 1954. The transfer coincides with the completion of the railroad viaduct over the Neisse River in Goerlitz. ² 25X1
4. On 1 January, the personnel assigned to the individual locomotive brigades has been reorganized. Previously, locomotive brigades consisted of 3 locomotive engineers and 3 firemen in addition to 2 chief conductors, 2 conductors and a rolling stock foreman, the new locomotive brigades consist of 6 locomotive personnel and 6 train personnel. The rolling stock foreman has been eliminated. Of this crew, 2 locomotive and 2 train personnel are off duty. The locomotive of the locomotive brigade is ready for employment at all times. The new set-up was introduced in Cottbus in mid-1953 and is now in force also in Frankfurt/Oder. Courses are currently held in Erfurt for train conductors of locomotive brigades. ³ 25X1
5. Since early January, personnel of the locomotive brigades have been replaced. It appears to have been resolved that personnel of locomotive brigades are henceforth to be replaced after 3 to 6 months. ⁴ 25X1
1. [] Comment. The locomotives of deactivated locomotive columns No 3 and No 11 are parked in Ruednitz, those of locomotive column No 6 in Strasburg. These locomotives are being kept as a reserve. ^{25X1} 25X1
2. [] Comment. Operations locomotive column No 10 is stationed in Cottbus. It mainly handles traffic to the USSR, i.e. to Kovel via Guben, and to a minor extent also to Brest Litovsk via Frankfurt/Oder. The information that this locomotive column is scheduled to be transferred is resumed for the first time. It is correct that the completion date for the reconstruction of the railroad viaduct over the Neisse River near Goerlitz is March 1954. The reconstruction of this viaduct would establish a new railroad connection to the Lwow area via Silesia, Krakow and Przemyśl. However, it appears doubtful whether this line will be used for Soviet traffic through Poland. For this reason the information that locomotive column No 10 will be moved to Goerlitz requires confirmation. ^{25X1} 25X1

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25 YEAR RE-REVIEW

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3. ☐ Comment. Prior to the reorganization of locomotive brigades, each brigade consisted of 11 men including 3 locomotive engineers, 3 firemen, 2 chief conductors, 2 conductors and 1 rolling stock foreman. These teams made 3 missions through Poland and then had a rest of 3 to 5 days. During this period their locomotive was not ready for employment. The new locomotive brigade consists of 12 men including 3 locomotive engineers, 3 firemen, 3 chief conductors and 3 conductors. Of this brigade a 4-man team, i.e. 1 locomotive engineer, 1 fireman, 1 chief conductor and 1 conductor are off duty, while the other 8 men of the brigade are on duty. One of the three 4-man teams is exchanged after every mission. The new system involves a higher strain on the personnel during missions; on the other hand the time of their continuous employment has been reduced. The most essential advantage seems to be that the locomotive of the locomotive column is in operation without any break. According to Issue No 49 of the railroadmen's newspaper Fahrt frei, dated 1 December 1953, two thirds of all locomotive brigades consist of 12-man teams. 25X1
4. ☐ Comment. Previously, personnel of locomotive brigades was exchanged after being in operation for one year. The new procedure may have been designed in view of stricter security (elimination of espionage activities) or with the intention to train the maximum possible number of railroad men for transit operation through Poland. This training would be of importance in the event of war. 25X1

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